The bill passed under the operation of the presents
question.

After an ineffectual effort to take up the private bills,
the House went into Committee of the Whole on the State
of the Union on the resolutions to refer the various parts
of the President's Message to the appropriate Committees.

Mr. EWING delivered a speech against the imposition
of tamage duties, as suggested in the President's Massage,
and herefore advocated in a speech by Senator Douglas.
He then proceeded to show that such a system was not
only acconstitutional, but an innovation, and imposed an
unjust and intolerable system of taxation. If it were
proper, he should say Mr. Douglas had almost committed a
moral treason when he came forward to recommend such
might burdens as would be imposed by the measure, at
which the West would revolt.

Mr. KEITT obtained the floor, but as he was not prepared for a speech, the Committee, to accommodate him,
the treasured the consideration of the Senator.

The House resumed the consideration of the Senato bill providing that an Assistant Secretary of the Treasury shall from the passage of the act, be appointed by the President, by and with the advice and consent of the

Senate.

Mr. ORR had heretofore moved a substitute for the above, making the proposed law applicable hereafter, when the office shall become vacant.

hen the onice.

This was adopted, 96 against 77.

The bill as amended was then rejected, 70 against 107. The bill as amended was then rejected, 70 against 107.

Mr. MACDONALD moved to reconsider the vote and lay that motion on the table. Whereupon motions were severally made to adjourn and for a call of the House, both of which were voted down by Yeas and Nays. The motion of Mr. Macdonald was agreed to, 106 against 30. Whereupon the House adjourned till Monday.

BHODE-ISLAND WHIG STATE CONVENTION. PROVIDENCE, Friday, Jan. 13, 1854.

The Whig State Convention was held last evening. The following ticket was nominated, being the same as last year: For Governor, William W. Hoppin, of Providence; for Lieut Governor, Samuel Rodman, of South Kingston: for Secretary of State, William R. Watson, of Providence: for Attorney General, Christopher Robioson, of Cumberpert. Mr. Hoppin is also the candidate of the Temperance party

THE SHIP CHAUNCEY JEROME, Jr.

THE HIGHLANDS, Friday Jan 13, 1854-Sundown. The Ship Chauncey Jerome Jr. lies in about the same position as last reported, and the sea runs too high to make any use of the Lighters. Most of her passengers were taken up to the City to day by the Tug Titan.

THE RAILROAD TROUBLES AT ERIE. Pirrsnungh, Friday, Jan. 13, 1854.

CIRCUIT COURT OF THE UNITED STATES-Before the Hon. Thos. Irwin.-In the matter of the United States vs. Ira Sherwin, in attachment for contempt.—The petition of Ira Sherwin for discharge from imprisonment, which was argued on Wednesday, was decided this morning in an able epinion delivered by Judge Irwin. After reviewing the circumstances under which the present application came before him, His Honor observed that the practice of this Court was, by the rules of the Supreme Court of the United States, governed by the practice of the High Court of Chancery of England; that the proceedings had been in this case to the minutest particular in strict accordance with the practice; that reasonable notice of motion had been given to defendants, affording ample time and opportunity for their reference to the charges preferred against them; that they had gone before a United States Commissioner and answered the charges, and their affidavits had been submitted to the Court; that on hearing the case the Court was fully satisfied they had been guilty of gross contempt; that they had no just ground of complaint against the counsel, the facts had been deliberately adjudged and they were now under judgment and execution. The practice in Chancery was well settled that where an injunction restrained the commission of waste, spoil, or injury to property, the injunction would not be dissolved until after the waste, spoil, or injury was repaired. That if application had been made for further time before the hearing of the matter for commisment, the Court might on a proper case have made such order as was reasonable, but would have required security that there should be no spoilation, injury or resistance, in the meanime: that obedience to law and process the Court must be enforced in the position in which the asceners now stood, and before they could be discharged from imprisonment the breach of injunction must be repaired, proper submission made to the authority of the Court, centempt purged, and a proper penalty enforced.

The following entry was therefore made:

United States revus Ira Sherwin to Avrachment for Convent, who stands commisted to judi in allegient convents, paying a discharged by ourself. The Court heigh fully advised to the Court, and ought not to be discharged until the breach of injunction be repaired, costewpt purged, and proper spannified for contempt paying a discharged upon the eroundant of the authority of the Court, and ought not to be discharged until the breach of injunction be repaired. Contempt purged, and proper spannified for contempt propers abunded for contempt propers abunded for contempt paying a discharged by counsel. The court heigh fully advised to the premises are of opinion that the discharged in t been given to defendants, affording ample time and oppor tunity for their reference to the charges preferred again

Enra, Friday, Jan. 13, 1853 One bridge is already up here, and the other is now being mised. The track is also being laid down at the street crossings. All is now quiet, and opposition seems now lost in the feeling to obey the law.

MYSTERIOUS DEATH.

MYSTERIOUS DEATH.

PHILADELPHIA, Friday, Jan. 13, 1854.

Dr. R. G. Smith, who has been missing since 28th December, was this afternoon accidentally discovered dead in an upper room on Exchange-place. The room was locked on the inside. A quantity of rags had been burned in the room, and it is supposed suffected the deceased. Dr. Smith was formerly Barnum's partner in New-Orleans, and has a daughter married in New-York.

THE STEAMER SAN FRANCISCO-LOSS OF THE

The intelligence regarding the loss of the San Francisco creates intense interest having friends on board.

board.

The schooner Marcis, at Wilmington, N. C., fell in with the schooner Reindeer, bound from Attakapas to New-York, leaking at the rate of 1,500 strokes per hour, lost sails and both masts sprung, having experienced very heavy gates. Took off the Captain and crew and brought them into Wilmington.

We have no mail South of Washington this morning.

NAVIGATION OF THE OIIIO.

WHEELING, Friday, Jan. 13, 1854.

The Ohio is clear of ice below, but is closed above this point. There are seven feet seven inches of water in the channel here. The Union Line of steamboats are making peparations to resume their trips. The "Falls City leaves to day and the "Baltimere" to morrow. A large amount of freight is being discharged from boats.

The river measures 6 feet 8 inches in the channel and is rising fast. Navigation is resumed, and all the steamors are receiving freight. The steamer Alice left last night and the Americus to-day with heavy cargoes.

PUBLIC MEETINGS.

MEETING OF THE METHODIST MISSIONARY
ASSOCIATION.

A meeting of the Young Men's Missionary Association
of the M. E. Church was held in the Missionary Association
of the M. E. Church was held in the Missionary Association
of the M. E. Church was held in the Missionary Association
of the M. E. Church was held in the Missionary Association
Book Concern in Multerry st., last evening, John P.
Early presiding. The Constitution and By Laws of the
Association were adopted unanimously. The following
officers were elected for the ensuing year: John P. Early,
of New York, W. H. Silles, of Williamsburgh, R. M.
Whitney, of Brooklyn, and W. E. Barnes, Jr., of Joracy
Giy, were chosen Vice Presidents; John Bently, Record
ing Secretary; P. L. P. Tosterin, Assistant Recording
Secretary; S. S. Mapes, Coresponding Secretary; and T.
W. Chadwick, Treasurer.
It has been determined to hold regular monthly meet
ings of this Association throughout the year. It is anticipated that a Missionary demonstration—similar to the one
held in November last—will be held annually by this Assodation.

EEFING OF THE JOURNEYMEN CONFECTIONERS.

A meeting of the Journeymen Confectioners' Protective Union was held at the Fourteenth Ward Hotel last evening—Charles Humphrey, President, and Geo. Terry, Sechiary. The President read the constitution and by laws Moyted at the last meeting of the Union. It was resolved that those who had made engagements to work at loss than the raised wages before the wages advanced, could low become members of the Union, provided they would low work at less than the standard wages after their cupgements expire. Of those present there were seven out of work, and of that number three were thrown out by the Eske. Altogether, five of those present were thrown out. Swork, and of that number three were thrown out by the Sike. Altogether, five of those present were thrown out sumployment by the strike, and two of those are now out strike. The meeting then went into an election of our strike Union. Charles Humphrey was elected Presi-tat: George Terry, Secretary; and Henry Bond, Finan-tal Secretary. The Investigating Committee appointed by the Union consists of Henry Bond, M. R. Thurston and liter Reed.

RICHEMENT AT FALL RIVER.—The officers and a number of citizens of Fall River visited, on Tuesday, all the loss in that town where liquor was supposed to be sold.

Set 100 barrels were seized and deposited in the base. must see the first seems seized and deposited in the base-mustory of the Town House. A few dealers, having got but of the movement, saved their stock. One mus, must Collins, resisted the execution of the law, and but ded down several persons with an iron ber, by which came had a leg and another an arm broken. He and bishours were finally secured, but considerable exite-ment prevailed at last accounts. THE STE. AMSHIP SAN FRANCISCO THE WREC'K DISCOVERED. 200 LIVES LOST:

150 GONE TO ENGLAND. ARRIVAL OF THE FLORA BELL.

KESCUE OF THE SUNIVORS.

DEATHS ON BOARD. ACCOUNT OF THE DISASTER

Statements and Incidents.

The readers of THE TRIBUNE will recollect that about three weeks ago we noticed the sailing from this port for California of the new steamship San Francisco, Capt. Watkins, with about 600 persons on board, of when more than 500 were United States troops and their families.

The San Francisco was an entirely new vessel, built by Wm. H. Webb for W. H. Aspinwall & Co., proprietors of the Pacific Mail Steamship line. Commedore Kearney and Capt. Bell, of the Navy, were also concerned in the building of the ship. She had a fine model, and was a very strong craft. The spar and hurricane deck ran the whole length of the vessel. She had a plain clipper bow, and was rigged with two masts. carrying foresall, fore-topsail and jibs, with smoke-pipes fore and aft. Her deck length was 285 feet; keel, 280; beam, 41; hold, 25; tunnage, 3,000 She was double ironed, diagonally braced forward and aft, with plates let into the timber inside, running from bilge to top. A large iron band ran around the ship upon the top of the timbers, directly under the waterways, to which the diagonal plates were rivited. The plates were al bolted to the timbers and rivited at each crossing, forming a perfect truss work the whole length of the ship, keeping her from "hogging." In order to give additional strength lengthwise, two bulkheads were built fore and aft, on either side of the engine and boilers, from the bottom of the ship the second deck, secured to the kelsons below and to beams and stringers, and under beams in both decks above. She was further strengthened by letting into this bulkhead double iron diagonal braces, bolted to staunches and kolsons at the bottom, and stringers above under beams. She was planked with oak five inches think, bolted edgewise and on ace, copper fastened and coppered to deep level line. She had two engines of 1,000 horse power each, both working upon the same crank, opposite each other. They were the "Oscillating Engine," and have been adopted by Government, and will be used hereafter in preference to the side lever, as combining greater strength, less complication, less liable to accident, and occupying less space. The wheels were twenty eight feet in diameter, ten feet face, five feet dip, and constructed upon a principle lately discovered in England, but never before introduced into this country. It is called "Morgan's Eccentric," or the "feathering float, by which a difficulty has, it is said, been overcome long considered impracticable, on account of being too complex for any practicable purposes. She had stateroom accommodation for 550 cabin passengers, and steerage berths for 1,000. The upper deck was occupied exclusively by the officers of the ship. On the deck below were the steerage quarters, water-closets, store-room, wash-room, ice house, porter's room, cook's room, barber's shop, kitchen, bakery dicers' mess-room, engine-room, hath-room, and ladies cabin. The staterooms are very large, with two doors, one opening into the cabin, the other out upon a spacious walk

Under a charter from the Government, the San Francisco sailed on Thursday, Dec. 21, from this port, for San Francisco, purposing to touch Rio Janeiro, Valparaiso, and Acapulco. She had on board companies A, B, D, G, H, I, K, and L, of the third regiment of the United States Artitlery. These companies, with the non-commissioned staff and band of the regiment, constituted the force of over five hundred men. The efficers on board were as follows :

Colonel William Gates, commanding reg Major and Brevet Lieut Colonel J. M. Washington. Major Charles S. Merckant. Surgeon R. S. Satterlee.

Assistant Surgeon H. R. Wirtz. First Lieutenant S. L. Fremont, Regimental Quartermas ter and Acting Adjutant

First Lieutenant L. Leeser, Acting Assistant Commissary. Captain and Brevet Licut. Col. M. Burke, commanding Company I.

Capt. and Brevet Maj. Geo. Taylor, commanding Com-

Capt. and Brevet Maj. F. O. Wyse, commanding Company D. Capt, H. B. Judd, commanding detachment of recruits to

constitute Companies B. and L. First Lieut, and Brevet Captain H. B. Field, commanding Compnany K. First Lieut. W. A. Winder, commanding Company G.

First Lieut. C S Winder, commanding Company H. First Lieut. R. H. Smith. Second Lieut. J. Van Vosst. Brevet Second Lieut J. G. Chandler.

Officers' families: Mrs. Gates and three children, Miss Carter, Mrs. Merchant and two children, Miss Valeria Merchant, Mrs. Chase and son, Mrs Fremont and three chil dren, Mrs. Loeser, Miss Eaton, Mrs. Taylor, Mrs. Wyse and child. Mrs. Judd.

Capt. J. W. T. Gardiner, First Dragoons, to join his regi-Lieutenant F. K. Murray, U. S. Navy, was passenger to

Rio Janeiro, to join the squadron on that stati Mr. Geo. Aspinwall, also a passenger, who goes out for the benefit of his health. Mr. James Lorimer Graham, Jr., was also a passenge

Mr. James Lorimer Graham, Jr. was also a passenger.

J. T. Watkins, Commander. A. Auchinlick, 1st Engineer
Edward Mulles, 1st officer.
Geo. Gratton, 2d officer.
Chas. F. Barton, 3d officer.
James Crosby, 2d Engineer
Jehn Mason, 4th officer.
J. W. Marshall, Cf. Eog'r.
Nothing was heard of the ship until the 4th inst., when a

dispatch was received from Halifax, N. S., stating that on the previous day the Maria Freeman arrived at Liverpool, Nova Scotia, and reported that she, on the 26th December, in lat, 28 20, lon, 69, fell in with the new American steam ship San Francisco, from New York for San Francisco, with her decks swept, boats gone, and completely disabled. Could not render her any assistance, as she drifted out of sight during the gale.

On the 7th the brig Napoleon, from Matanzas, arrrived at Poston and reported, Dec. 25, lat. 38 04, lon. 60 30, fell in with the sie mahip San Francisco, dismantled, everything swept above deck, and the spray making a complete breach over her. Capt. Watkins stated that the steamer was leaking fast, and requested Capt. Street to lay by, which he did; but the next morning the steamer was not in sight, having drifted fast to the eastward. First saw her at mid-day, and lost sight of her at dark. Her hull appeared sound. &c.

Nothing more definite could be learned, and Government at once took measures to rescue those on board, should the wreck still float. The Revenue cutter Washington, the steamship Alabama, and the steamship Union, were sent out from this port to cruise in search of her. The Revenue cutter Forward, and two pilot boats were sent from Phila-Decatur, from Boston; a Redelphia; the sloop-of war venue entter from New London, another from Charleston, and another from Wilmington.

The revenue cutter Washington is the only one thus far returned to this port. She came in on Wednesday, having been to the place where the Napoleon spoke the San Francisco without seeing anything of her. Thus matters remained up to dark last night, when the

British ship Three Bells, of Glasgow, an iron sailing vessel, arrived in our harbor bringing 135 of the San Francisco's passengers, including her officers and eyew
The news spread rapidly, and intense anxiety was manifested to know what had become of the remaining passen

gers, especially as neither Mr. Aspinwall nor Mr. Graham Our reporters at once boarded the Three Bells, and from various authentic sources learned the following facts:

THE VOYAGE-THE WRECK-THE RESCUE The following is a report from British ship Three Bells. Capt Creighten, from Glasgow, furnished by one of the

officers of the lost ship : December 28-At 9 A. M. left our uncherage off Quaran-

tine, New York harbor, and stood down the 'sy. Light

breeze from south-west, and clear weather. December 23-Light breezes and pleasant weather continue. At 12 o'clock P. M. d'acharged pilot outside the bar. During the latter part of the night the wind increased and hauled to the westward. Set the fore and aft sails, and at noon the square sails. The day end, with a fresh breeze from the west and cloudy weather. December 24-Moderate breeze from west and cloudy

weather. Bent studding sails. Heavy rain toward even-

weater. Belt stading and Heavy has board to get the building breeze. Weather very threatening. Took in all sail. Ship going \$\frac{1}{2}\$ knots. Temperature of water 67°, air 54° At 9 P. M. the wind came out suddenly from north west, blowing very strong, and the san making up rapidly. At 10 P M. the s. ip broached to head to northward Set fore staysail and for, spencer, when she again fell off before the wind. Set the fore all and gave the engineer orders to give her all steam he thought prudent. Ship going to know until 11 P M, when she again been shed to to northward and all endeavors to get her off were of no effect. Wind blew away fore staysail. Hauled up the foresail. At 12 P. M. blew away fore spencer and foresail from lee'yard ar.n. Leshed the head of the spanker to haul out the elew. About this time the ship was laboring heavily waves knocked up her planking over the aftergards. ordered all the troops forward, cleared away the after stan-dees, and stowed them foreward. At 14 A.M., the engine stopped, the end of the air pump piston rod breaking off, and the air pump bucket consequently being adrift. At this time the spanker blew away, thus leaving the ship entirely at the mercy of the waves and wind. From this time the ship labored heavily, laying in the trough of the sea, and every sea striking tremendous blows under the guards, tearing up the planking fore and aft on both sides. At the same time they tore away the railing on the upper deck, hen-coops, hay, boxes, berrels, &c. &c., all swept off in a confused mass. All hands employed in clearing decks, and lighting the ship. The ship now began making water both donkey pumps were kept running, and the hand pumps manned. Water gaining, organised the troops into bailing gangs, who passed the water up through the engine room. From this time until daylight things went about the same, ship laboring very heavily and tearing up her guards. Those not employed at bailing were clearing the wreck of all stock, provisions, &c., &c. At 7 P. M. the foremast went over the side, with all the rigging attached, breaking about six feet above the deck, and splintering to the berth deck. At 9 A. M. shipped a heavy sea amidships, which stripped the starboard paddle box, carried away starboard after ring-post, both smoke-stacks, all the upper saloon, staving the quarter-deck through, and washing overboard a large number of the passengers, including Col. Washington, Major Taylor and wife, Capt. Field, Lieut, Smith, two ladies, names unknown, three civillans, also unknown, and about 150 privates; Brooks (a waiter), the barber, and a young man named Duckett (the carpenter's brother) were Up to this time the water had gained much. The ship was now open in the scams over the wales. A large part of her quarter deck was stove in, and it was only by the greatest exertions that the ship was kept affoat. A gang of soldiers was set apart to hold blankets around the chafts to prevent the flowing in of water. Made an attempt to cut away the mizzen mest, but it could not be accom plished on account of the ships laboring.

December 25-Heavy gale from N. W. and rough sea entinues. Ship laboring heavily, and making much water-All the pumps going and bailing continued; about held our own with the leaks. During the night the weather was more moderate. In the morning got the water down so that the engineers went to work at the air pump. Men still at work heaving overboard provisions to lighten the About noon, spoke brig Napoleon, of Portland, who promised to lay by us. Latter part of day more moderate.

December 26-A fresh gale from north-west, and high sea. Engineers at work at the air pump. Soldiers bailing pumping and heaving overboard provisions. During the afternoon the Napoleon was seen picking up our provisions. During the night the weather was much the same. In the morning the Napoleon was not to be seen by us. Latter part of the day more moderate. Employed as before and at clearing the wreck of the quarter deck. About noon, spoke the brig Maria, of Liverpool, who tried to lay by us. December 27-Continues, with a strong gale from the north west, and heavy sea. Employed at lightening the ship, pumping, bailing and clearing the wreck. Cut away officers' rooms and upper deck, and shifted the steering wheel aft on the quarter deck. During the night the weather was much the same. Nothing to be seen of the Maria. At 10 A. M. started the engine. It worked about 10 minutes and then the bucket again gave out. Bent the storm mizzen.

Lost a scamen overboard named Alexander. Saw a bark hove to to windward. December 28-Weather continues the same and men employed as before. Spoke the bark Kilby, of Boston, for New York, who premised to lay by us. During the night the weather was more moderate. In the morning the bark was yet in sight, but a long way off to windward of us. Latter part of the day quite moderate. All employed at getting in readiness to embark passengers. Johnson, a

December 29-Moderate and pleasant-the sea going down quite fast. The bark sent a boat, and Capt. Watkins (of the San Francisco) went on board. He soon returned. and we commenced embarking passengers at about 2:30 P. M. At 3 P. M. we ran a hawser to the bark, to which she held on. Before night we succeeded in getting on board the Kilby upward of 100 persons—men women and children, including Col Gates and family, Lieut, Looser and family, Capt. Gardner, Lieut. Murry, Major Marchant and family, Capt. Judd and lady, Lieut. Fremont and family, Mr. G. W. Aspinwall and Mr. J. L. Graham. Also, sent on board a quantity of stores. During the night the wind increased, with squally weather. At about 10 P. M. the Kilby let go our hawser. In the morning nothing to be seen of the Kilby. Latter part of the night strong breeze

from south-west, and cloudy. Louis Hestator died, (a waiter.) Friday, Dec. 30.—Throughout the day there was a strong gale from S. W., and cloudy weather, with showers of rain; the ship laboring heavily, and sea striking hard under her guards and beams. Carried away the port after guard. A large number of men sick and many dying. Heaving coal everboard to day.

Saturday, Dec. 31 .- A moderate gale from the S. and W., and cloudy weather. The soldiers still heaving coal overboard. During the night the weather was much the same At about 2 A. M., made a ship standing to westward. Fired guns throughout the remainder of the night. At 9.30 A.M. as spoken by the Br. ship Three Bells, of Glasgow, and the Captain promised to lay by us. Latter part of the

night employed as above. Wm. Willson, waiter, died. Sunday, Jan. 1-Throughout the day a strong gale from the N. and W., and heavy sea; the ship laboring heavily men employed in heaving over coal, &c. The Three Bells still in company, and occasionally passing close under our lee. Many of the people sick, and dying fast.

Monday, Jan 2-A fresh gale from the north west a high sea; the wind more moderate Built two rafts and cut away the ship's guards, stopped leaks, &c. Launched me reft and made it fast. During the night weather more moderate. At daylight the raft gone. The ship still in company. Latter part of night much the same. The Three passing quite close under our lee in communication with us. Still a great many sick and dying.

Tucsday, Jan 3-A moderate gale from the north-we nd cloudy weather. At about 1 P. M. the Three Bella's boat came alongside. Sent Mr. Gratton, second officer, on board to charter the Three Bells for the U. S. Government through Maj. Wyer, the senior U. S. officer on board. During the night fresh gales from the north-west and cloudy weather. Were firing our guns during the night. Latter part weather moderating a little. The Three Bells holding on to windward. At about 81 o'clock made another sail running before the wind and apparently steering directly for us. Heisted our colors union down. The strange craft shortened sail and passed close under our stern. Spoke us and asked if we wished to leave the ship, to which Capt. Watkins replied he did. The Captain of the Antarctic the stranger) then told us to be of good cheer, that he would have us all off. He then alled his mainten-sail and shot ahead some three miles.

Wednesday, Jan. 4-Wore ship and lowered away two boats. The Three Bells also lent her boat, and we succeeded in embarking some 70 or 80 passengers before night. The Artarctic had her two boats stove just at pight. During the night the weather was moderate and pleasant with a prospect of a fine day. Fired our guns through the night and our companions burned blue lights. Al 7 A. M. commeneed embarking our passengers again. Latter part of night weather quite moderate and p'casant; the Three Fells got her leng bost, and she being short of provisions and water the long boat was much used for transporting water and provisions. To day the Antarctic was able to lower only one beat for want of ours.

Thursday, Jan. 5-Weather continues moderate and pleasant; getting along qu'ite fast in embarking troops and previsions. At sunset we had all the passengers, a quan beavy gale sprung up, recompanied by the worst cross sea

fity of provisions and water embarked. During the night

A. M. commerced again sending water, provisions, &c., 10 the Three Bells; also the crew at 10,70 A. M. all out of the ship excepting Capt. Watkins, Mr. Marshall, (Chief Engineer,) and myself. We then left, Capt. Watkins being the last Latter pert of the day, a gentle breeze from the west and squally weather Capt Watkins, Mr T. L. Schell, (Purser.) Mr. Barton. (3d officer.) and Mr. Mason, (4th ficer.) with Lieut Chandler, Lieut Chas Winder, Mr. Runkin and corpenter, Washington Duckett excepsing the above, all officers of the ship and Army, return in the Three the made for the nearest port, as she could not safely have

The following are the list of deaths on board : Dec. 24, Brooks, waiter, washed overboard.

Dec. 24. ---, barber, washed overboard Dec 24. Duckett, killed in the wreck.

Dec. 28, Johnson, waiter. Dec. 29, Louis Theslater.

Dec. 31, Wm. Wilson Jan 6, Walter Watkins, Engineer's Corps.

Jan. 7, Arthur Henry, Engineer's corps.

Jan. 7. — Health, steerage steward Jan. 8, Walter Health, waiter. Jan. 8. Charles Sanford, steward.

NAPPATIVE OF LIFTY WINDER

We are indebted for the fellowing narrative of theestcorvences on board the San Francisco to Lieut. Winder, Ca G. Lient Winder was one of the rescued passengers who arrived yesterday on board the iron ship Three Bells, Capt. Creighton. The account given by Lieuxe Linder is

We left New-York on the 21st of December with most favorable weather. Our voyage promised to be an un-usually pleasant one, for we had a ship whose qualities were of the first order, commanded by officers the most

About nine o'clock on the morning of the second day a

some persons climbing up the steps and followed them

On reaching the deck the first sight which met my eyes

were the bodies of two men, who had been killed

by the crushing in of the upper cabin; I crawled

over one of the bodies and managed to find

my way across the deck, holding on to various parts of the

three officers, and took a glance at the aspect of affairs;

never shall I forget the harrowing spectacle-she presented

the appearance of a total wreck. I was under the impres-

level of the deck. The surface of the weter for a large

space around was covered with the debris of the upper

works, and holding on to these, and struggling smid the

wreck of matter were many men, I suppose 150,

attempting to save themselves in the raging sea, by

catching at the broken timbers. The wind was

blowing a perfect hurricane, and it was with the utmost

difficulty that I held on and prevented myself from

being blown overboard. Not a sound was heard from the

drowning men, as they strove, with all the energy of

despair, to save themselves. There they were, 150 human

beings, beyond the possibility of human succor, and soon

the last one sank to rise no more. On looking around I

eaw Lieut Murray, of the Navy, standing at the mizzen

mast, and went aft to him. I held on there for awhile, until

the first mate came aft for the purpose of cutting it away,

but the sea and hurricane were too violent to admit of his

so doing. I then returned to the first position I occupied.

Here were three other officers, one lady and a child-Major

Van Voest, and Drs Satterlee and Wirt. We sat ruminat-

ing on the prospect before us, and none of us had the

slightest hope of escape. At this time several negro waiters

came along with life preservers, and a soldier brought me

seemed so apparent, that we made no use of them. The

sea was making a breach over us at every roll, and the ex-

posure was so benumbing that we cast about us for shelter. We discovered that there were many

persons in the lower cabin, principally the ladies

as the ship was not in such bad condition as we had anti-

cipated. We found there some of the ladies, together with

a number of officers and children, collected at the after part

of the saloon. The forward part of the cabin had been

crushed in by the force of the tremendous sea already al-

luded to; at each roll of the ship large bodies of water en-

tered the cabin at the crushed in part of the deck. We covered ourselves with wet blankets, for we were nearly

frozen, few of us having on any other clothing but our

shirts and drawers. Here we remained the greater part

of the day, supposing it would not be long ere the vessel would sink. Sometime during the evening Captain Wat-

affoat. Two officers went out at a time, and set the men to

up the work all night. But notwithstanding our most stren

nous endeavors, the water kept gaining on us. the pumps having become choked. The bailing was kept up for sav-

sea gradually subsided. We then got the pumps to work,

and succeeded in keeping the ship nearly free from water.

The captain and officers, by extraordinary exertions, stopped

some of the worst leaks around the guards, and at the end

of the beam. The decks were then temporarily repaired,

kept reliefs of three or four men with mattresses at each

end of the shaft, to prevent the water from coming in there.

About this time-for I have no recollection of dates, as I

we were cheered by the prospect of getting the machinery

in working order. A temporary steering apparatus was erected, and an attempt made to get the ship under

way. Up to this time she had been rolling about mastless and

rudderless, a huge log upon the ocean. After one or two

revolutions of the wheels, the machinery gave out, and all

further attempt was pronounced hopeless; thus were our hopes blasted. As nothing further could be done than to

keep the pumps in operation, we followed this up with the

most scrupulous sasiduity for several days, when two vessels

hove in sight, and again lighted up our gloomy prospects.

then lightening our ship as much as possible, by throwing

over provisions and heavy articles. The Napoleon pro-

mised to stay by us, but after picking up as many pro-

wisions as she was ted, left us during the night.

We found that the ship bid fair to keep affeat, and begun

to take such measures for our personal comfort as the cir-

com-tances would admit of, in the way of obtaining dry

clothing and proper food. Hope again began to dawn upon

our prospects, notwithstanding the extreme roughness of

the weather. The next visitor to cheer us was the bark

Kilby, of Boston. Capt. Watkins went on board and made.

a contract for the conveyance of all the passengers to the

rearest port; he then called for volunteers to stay by him,

as he intended to make one more attempt to save his ship,

to throw over her cargo and lighten her for the recontion

we commenced transhipping the lades and children in

small boats, and by night had about 100 men, wemen and

children transferred to her, intending to complete the tran-

ship ment in the merning. About 7 or 8 PM we were alarm-

ed by the new danger by fire; we found the ship to been fire

who volunteered to stay by bim and aid in the attempt.

of the tempesatossed passengers. About 2 o'cloc

One of the ships, the Napolean, came alongside.

deemed our case hopeless, and kept no record of eyents

by planking, and nailing sail and oil cloths over them.

eral days and nights, during which time the violet

one; but the weather was so intensely cold, and the pros-

peet that our misery would only be unnecessarily prolon

, wife and child together with Lieuts. Chandler and

that she was full of water, and had settled down to the

wreck; I got toward the stern, and fell in with two or

able and gentlemanly.

Creighton came in sight; we first saw his lights during the tremendous gale sprang up, which increased to a hurricane night, and fired signal guns for assistance. He bore up for us in the morning, but the sea ran so high that we could and about twelve o'clock at night our engines gave out, and soon after our foremest was carried away. The staronly communicate by means of writing questions and board wheel house was smashed in by a tremendous sea ers with chalk in large letters upon a board. In and a portion of the upper cabin was store. I had retired carry to my state room very sick, but the water coming reply to our request to lay by us he said he was short of provisions and leaking badly. He were ship into it freely, I concluded that it would be better to leave and passed us: as he did so, himself and crew gave as My room was situated upon the upper deck. I left my three hearty cheers as an assurance that he wouldroom and went out into the upper saloon. The first thing not desert us; be assured we replied to these I saw was four or five waiters holding the doors of the sademonstration no less heartily. He drew ahead and laid loon to prevent their being burst open by the wind. I went bis vessel to and remained by us during the night. On the down into the lower cabin and found a group of persons next day the sea still running very high, and we having sitting upon mattresses near the foot of the stairs to keep no beats and he only two, we made two rafts for conveying themselves out of the water, which was washi the passengers on board his ship, but found that they cou about the cabin. I laid down upon one of the not live in the sea that was then running. On the third maitresses, and held on to the bannisters to night came near losing him. On the fourth day another keep myself from being dashed about the saloon ; I soon sail appeared to windward of us, close by the Three Bells, fell asleep; how long I remained so I cannot tell but I and the latter signalled her. Both bore down for us. The second ship proved to be the Antarctic, bound for think it was not long. It was near daylight when I was awakened by a tremendous crash, followed immediately by a large body of water rushing in a flood down the com-Liverpool Both laid by us that night, as it was too rough panion way. It fell upon me, and swept me twice across any thing more than getting off a few of the men. On the fifth day, being fine, we transported the cabin and back again, with stunning violence. With all of the officers, passengers and crew, with the exception desperate effort I succeeded in regaining my feet, and saw

> Francisco, and made sail for New York, and the Antarctic sailed for Liverpool. Previous to falling in with the Three Bells, a sort of congestive diarrhee broke out among the men on board the Fan Francisco, owing to exposure to wet and cold, over work, and an undue indulgence in the potted meats, pickled cabbege, &c. Those who were seized by this disease, died in a few hours after the attack. Corporal Smith, of Company G, came to me and said his child was sick; the doctor visited it, and an hour after the man himself sent for me, as he was dving: I went to him and ascertained that such was the case. Soon after I was informed by his wife that her husband and child were dead. I had her brought into the cabin and put into a state room with her chied and sister. During the night the mother was found dead, and she was followed soon after by the other child. The sister still survives. Many cases occurred, and many robust persons were seized in one hour and dead the next. About thirty persons

of the ship's officers, engineers and firemen, numbering

some 55 or 30 mcn. We also succeeded in getting some provisions and wa'er conveyed on board of the Tarce Bells.

We kept the men at the pumps during the day and night

and discovered and stopped her leak. The next morning

we got off all the remainder of those who were on the San

men were favored with a short respite from their toll. The

men had become so much calcusted that we had green

difficulty in keeping them to their work. In the morning

we could discover no sign of the bark Kilby, and supposed

valled. On the back Kilby there are about 50 men, of Company J. Mr. George Aspinwall, Lorimer Casham, of N.Y., Capt. Gardner, of the Dragoons, Col. Yales and family,

Major Merchant and family, Col. Burka Drs. Satteries

Wirtz, Capt Judd and lady, Llout, Loser and lady, and

their sister Lt. Fremont and family, and Lt. Van Vost.
When the Kilby left she had but a small quantity of pro-

Provisions were being conveyed on board of the Kilby.

and a bost that was sent to her for that purpose was uen

life to return, owing to the roughness of the weather I

may as well relate a melanchely incident in this connec

tion. On board this boat was Commissary Seargeant Me

Intyre : he was carried off by the Kilby, while his wife out

two children remained on board the San Francisco. "Le-

Bells, the second child, a fair-haired little boy of these

years, has been adopted by the soldiers, who fend him

daylight, on this morning, the aspect of our affairs was the

darkest, and most disheartening that we had. During that

day the pumps were declared useless; we kept quiet, how-

ever : the ladies being out of theway, we felt somewhat re

lieved. To lighten the ship we cut holes through the dock

and communed throwing the fuel and other heavy arti.

About two days after this time, the Three Bells, Capt.

eles overboard.

with almost maternal solicitude. But to return-Toward

mother and one of her children died on board the Ti

died upon the Three Bells. This ship brought home 135 men, as follows: Companies G, 14; A, 18; D, 25; L, 19; B, 14; I, 12; H, 12; K, 13; and 8 musicians. The Autarctic carried off Lieuts, C. S. Winder, and J. G. Chandler, together with 175 non-commis-

sioned officers, women, musicians and privates.

I cannot accord too much praise to Captain Creighton, and his officers for their bravery and uniform kindness to us unfortunates. They are indeed our saviors, and nothing can possibly repay them for their self-sacrificing humanity, save the warm glow of satisfaction that necesserily accompanies conduct so eminently humane and philanthro

When we arrived in port we had just half a day's allowance of water and the continuance of yesterday's fog would have placed us in a desperate situation. For several days previous we were put upon short allowance of water, so that you see we escaped one peril, but came near suffering another not much less appalling.

of the officers; we went below, and afterward induced Major Wise to bring his wife and child down also. I would desire to speak in terms of fitting commendation of a worthy man who eminently distinguished himself on board the San Francisco; I mean Sergeant Brown, who for five nights, during the most terrific period of the storm, labored uncessingly in keeping the ship clear of water, and by his energy and self-sacrificing devotion did more to keep his fellow-soldiers to their duty than almost any other

[Here our notes close rather abruptly, owing to the interference of Major Wyse, who commanded Lieut. Winder to desist from giving us further information.]

STATEMENT OF AN OFFICER ON BOARD. The passengers from the Three Bells were landed in a state of great exhaustion; many of them had had no sound sleep for a fortnight.

kins came into the cabin, and requested that the officers would all go out to bailing, and assist in keeping the ship The San Francisco was overloaded and had a bad list. She could not be propelled over eight knots. Her engine proved bailing out the engine room; as soon as one gang of men beto be inadequate and finally gave out in the air pump at a came exhausted, we set new relays to work, and thus kept

The conduct of Capt. Watkins is everywhere extelled to the utmost. He went to England in the Antarctic, about 225 others. The Antarctic was well provided with water and provisions. The most of the women and children, with a number of

oldiers, were put on board the Kilby. This vessel had a very scanty supply of water and stores, and was ordered to proceed to the nearest port for relief. She probably went into Bermuda. Five or six days after the disaster the cholera broke out

on heard the Three Bells. All were feeding upon hard bread and water, and suffering from cold, exposure and ex-Few or no medicines were at hand, and the cases of all that were attacked speedily closed with collapse and death. The physician in charge estimates that netween 65 and 70 died from this disease.

The whole number on board the San Francisco when she left was 750. About 225 were put on board the Antarctic, 230 came here in the Three Bells, about 100 are on beard the Kilby, and near 200 were lost by being washed everboard, or died of cholera.

ADDITIONAL PARTICULARS. We have received the following additional news from a

person on board of the Three Bells.
Col Gares, Major Merchant, Col. Burke, Capt. Judd, Lieut Fremont, Lieut. Loisu, cad Lieut. Van Vost, with all of the ladies, were put on board of the bark Kilber, of Boston, on the 18th Dec. (She was bound to this port.) Lieuts. C. S. Winder and J. G. Chandler were put on beard of the ship Antarctic bound to Liverpeel. Major F. O. Nyer and Lieut. Wra. A. Mirden came on the Three

Col. J. M. Washington, Major Taylor and wife, Capt. H. B. Field and Lieut Staid, were washed overboard on the Get night of the gale.

We are also informed by another person on board of the Three Bells, that after all had left the San Francisco she was senttled.

The following memorandum has been handed us by one In ten minutes he had twenty men, the number he required. of the officers of the steamer San Francisco, who desires if published for the information of friends: Officers of Steamer San Francisco, on board Ship Three Bells, arrived at this Port. Edward Mellus, 1st officer. tent an officer and some twenty men on board the Kilby

Edward Mellus, 1st officer. George Grattan, 2d officer. W. Buel, M. D., surgeon. W. Wickham, storekeeper. W. H. Wickham, storekeeper.

J. W. Marshall, chief engineer.

Auchinlick and Dunham, 1st assistant engineers.

Farnaworth and Crosby, 2d assistant engineers.

B. Donaghan and C. Hoffman, 3d asst. engineers.

All of the crew. All of the crew. On board Ship Antarctic, bound for Liverpool. Capt. J. T. Wathins.

we had been subjected to during the whole voyage. Our vessel commenced leaking hadly, and the gangs of leaking Charles F. Barton, 3d officer. John Mason, 4th officer. T. L. Schell, Purser.

were set to work as before our labor was much increased Levi Heath, steerage steward, white. Welter Heath, water. Both the above were from Haverhill, Mass., bgt not by the giving out of the pumpe; we continued to bale wath increased vigor until the afternoon of the next day when the engines were again got to work, and our exhausted

Charles Sanford, colored, insane, and jumped overboard with on board the "Three Hells."

William Wilson, colored waiter.

I. Testador, colored waiter.

Johnson, celored, head waiter.

Arthur Henry, fireman.

Waiter Weikins, fireman.

Brooks colored waiter, ashed overheard.

Brooks, colored waiter, washed overbeard.
The barber, colored, washed overboard.
F. Duckett, white, steerage waiter, washed overboard.
A seaman named Alexander, washed overbeard.

THE SEARCHING VESSELS.

The ship New England, from Glasgow, arrived yesterday, was speken on the 6th inst. at 10 A. M., lat. 41 north, lon 62 20 west, by a steamship under sall only inquiring for the San Francisco. On the 11th, 100 miles east of Sandy Hook, was spoken by the steamship Alabama, which made the LOCATION OF THE WRECK.

The wreck of the Sen Francisco, when found by the Firee Bells, was in lat. 40 12, lon. 59 30, about 300 miles south of Sable Island.

SMUGGLING-SEIZURE OF THE ALPS. There are statements in circulation about a case of smagging, by which it appears that persons employed upon the propeller Alps, of the Cunard line, now lying at her pier in Jersey City, have been detected in smuggling goods into the country. Some developments were made in New York, in the Department of Customs, upon the Easis of which of cers proceeded to Jersey City, went before Recorder Cutter and made an affidavit, on the strength of which the Recorder issued a warrant for the search of the ship and of

the room in the Atlantic Hotel occupied by the suspented

parties as lodgings. The search proved successful, the officers finding in their room a lot of watch movements and some other articles, it is said, worth altogether about \$4,000. These wwo taken and on searching for the sieward of the Alps, and two others in his department, who are accused of being the smugglers, they could not be found, and are yet missing. The Government authorities have also taken legalimeasures relative to the Alps, and before she sails to day her owners will be required to give bonds for her pending the result of the affair

CLAYTON'S REPLY TO CASS.

Correspondence of The N. Y. Tribune.

WASHINGTON, Thursday, Jan. 12, 1854. Mr. Clayton has made a crushing speech in reply to Gen. Cas. The point of controversy between them is, whether Headuras is a part of Central America. By the treaty of 1850, Great Britain and the United States" precluded them-"solves mutually from occapying or fortifying, or colon fring, or assuming or exercising jurisdiction over Nice ragua, Costa Rica, the Mosquito Coast, or any part of "Central America;" but the British Government in ratifying the treaty accompanied it with the declaration that it "did not understand the engagements of that convention "to apply to that settlement (Honduras) and its dependenvies; and further, that "Her Majesty's ratification of the caid convention is exchanged, under the explicit declara-"tion above mentioned." Gen. Cass, proceeds, in his speech of yesterday, to say, on this state of facts, "The honorable Seputor from Delaware, then Secretary of State, in announcing the Executive as sent to the British demand accompanied it, I presume as a justification of " the set, with the statement that he had been informed by "the then Chairman of the Committee on Foreign Rola-"tions, the late lemented Vice-President, Mr. King, that "the Senate perfectly understood that the treety did not include British Hondures."

Mr. Coss argued against this copelusion . at great length, and relied upon maps and geographical we rks, in support of his opinion, that Honduras is included in Central Ame rica. He intimated that Mr. King, from inclisposition, was competent to give a reliable statement of the matter.

Mr Clayton showed conclusively that a reliance upor geographical authorities to settle this question, would lead to endless confusion. He exhibited a fine E aglish Atlas, jublished by the Society, for the diffusion of useful knowledge, in which Texas and California are put d own as parts of Central America, together with the whole of Mexico. On the principles laid down by General Cass, thes a too, would come under the provisions of the treaty; and the United States would be precluded from fortifying or exactising juriseletion over two of the States of the Union.

Mr. C. showed that General Coss had mis stated the lette of Judge Bragg, of Alabama, in reference to the converse tion and letter of Mr. King. Judge Bragg distinctly says that Mr. King explained his statement to Gen. Cass, which conflicted with his written statement to Mr. Clayton, by saying that he spoke in reference to an erroneous state ment of Mr. Case, made to him by Gen Case; but when he understood the real matter in controversy he fully sus-tained Mr. Clayton's statement. Mr. C. read a letter from a Mr. Rogers, late a Consul at Matanzas, who as a personal friend had frequent interviews with Mr. King while in Cuba. He expressed much regret that Mr. Clayton ba been misrepresented in this affair, spoke in high posice of his conduct in negotiating the treaty, and was deeply pained on his own account, that his own declarations had been misunderstood or misrepresented.

Mr. Clayton used no harsh language, but he was logically severe upon Gen. Cass; and the old man winced un his pollshed satire. Every one whom I have heard speak of the matter, awards to Mr. Clayton the honor of a complete and overwhelming victory. He is an admirable pariamentary debater-cool, clear and deliberate, but impres sive and forcible. He is not one of those unfortunate gen-tlemen who have acquired the faculty of speaking ad libitum, without having anything to say. He is thoroughly in formed as to facts, and possesses a thorough knowledge of the principles and their consequences involved in his subject. That portion of his remarks in which he places Gen. Cass in the attitude of impeaching the sanity of Mr. King appeared to be particularly unpleasant to the Michigan Senator. Gen. Cass had quoted the authority of Mr. King, and he should not now attempt to impeach his own witness.

CLAYTON'S SPEECH-HONORS TO INCRA-

Correspondence of The N. Y. Tribune WASHINGTON, Thursday, Jan. 12, 1854.

In the Senate, the last two days, the delates have been attractive and interesting. On Wednesday, Senator Cass delivered a fifteen column speech, which he has been ten months in prayaring, upon the Clayton Bulwer Treaty, and in replication to the answer of Mr. Clayton, made dearly a year ago. The speech of the veneral le Michigan Senator disappointed his friends—his positions were untonable, the tone and spirit offensive, and the tiras, and manner of de ivery objectionable. To-day, Senator Cayton, with a promptness and a spirit most admirable and commandable, ommenced his rejoinder, and, in the language of a Domo cratic Senator, " he has effectual'y killed poor Ches, and, "before he concludes, will probably busy him." It was, indeed, a splendid Senatorial effort, worthy of the glorious days of Webster, Clay and Ca houn, and will undoubtedly be the speech of the sess In the House, after another spirited and Instructive de-

bate, the joint resolutions, giving thanks and a medal to Capt, Ingraham passed with only nine dissenting votes. The debate elicited and established an interesting factthat Capt. Ingraham, in all he did, acted upon the express directions and instructions of the Charge or Dragoman, Mr. Brows. And the pertinent question was asked, "Why then are not the thanks and modal awarded to Mr. Brown, the principal, instead of Capt. Ingraham, the agent !" To which Mr. Bayly, the Chairman of the Committee on Foreign Affairs, answered, "because Mr. Frown ; holds an official position from which he can be promoted. and Capt. Ingraham does not." Of the sufficiency of this reason you can judge. The public, however, should knowand I have seen the papers establishing the fact, that Capt. Ingraham only acted under the advice and directions of Mr. Brown, and without that advice and those directions he would not have acted at all.

The Nebraska Territorial Bill is the subject of remark and consideration, and is regarded the Adminis tration test question. The cautious and considerate article in The Union touching the comments of The Albany Atlas, is significant that feurs are entertained that the Van Burenite Free-Soilers will not " stand up to the rack," although filled, for them, with "fodder."

The city is fast filling up with visitors, and the gay and fashionable season has fairly opened.